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Bulletin No. 1, February 12, 1951

Iran Again Plays Crossroads Role

WINDSWEPT Iran (Persia), intersection of the ancient world, today is still a crossroad where East meets West.

From Tehran, minaret-shadowed capital of modern Persia, come reports of a renewed Soviet "friendship" campaign, increasing communist activity, and a simultaneous shrinking of United States prestige. One sign of the times: Radio Tehran stopped relaying the "Voice of America."

Soviet Army Withdrew in 1946

Communism's "powerful politeness" in Iran is designed to close the last open land corridor between Europe and Asia. With Iran as a satellite, the Kremlin could succeed in chopping the land world in half, a diplomatic feat matching the bloody conquests of Genghis Khan and Tamerlane. The "iron curtain" would stretch from the frozen Arctic to the Arabian Sea, part of the Indian Ocean.

When the Soviet Army withdrew from Iran in 1946 after a United Nations showdown, a narrow band of free nations was left from the Mediterranean to India: Greece, Turkey, Iran, and Afghanistan.

Buckling this belt is Iran, its vast mountain-rimmed plateau forming a 450-mile-wide land mass between the Caspian Sea and the Persian Gulf. There, in the land of Omar Khayyam and the Peacock Throne, ancient Persia was crossed by the great silk routes in the days of caravan travel. Marco Polo inched his adventurous way to China on one of these routes through Persia.

Although the steamship and the Suez Canal eclipsed Iran's overland trade routes, the country's strategic military position altered little. Cyrus and Darius, Xerxes and Alexander the Great fought through its mountains. Hitler and Hirohito dreamed of closing the pincers of their armies under Iran's burning sun, linking the Axis and isolating Africa. Instead, Iran became a great lend-lease supply route to the side door of Soviet Russia, then an ally.

Mountains Are Glory and Curse

Militarily weak and industrially poor, Iran is nevertheless the richest of Middle East countries. Lying beneath the tropical lushness of its northern Caspian shore and the barren southern desert along the Persian Gulf is one of the world's greatest reservoirs of oil. Iran is the fourth-largest producer of crude petroleum's black gold (after the United States, Russia, and Venezuela).

Mountains are Iran's glory and, in a sense, its curse. Soaring ranges break the clouds carried by prevailing north winds, bringing down rain on the Caspian lowlands and northern mountain valleys, leaving lands to the south and east arid and barren.

Northwestern Azerbaijan is the Iran breadbasket. Fronting on Russia's Azerbaijan Republic, it is also the most troubled province of a long-buffeted country. Elsewhere, proud nomadic tribes (illustration, cover)

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THE GOTHIC CATHEDRAL, CLASSIC ARCH, AND HUGE STATUE OF MILAN'S CENTRAL SQUARE MAY SOON HAVE COMPANY—A DEPARTMENT STORE

Milanese fear the severe lines of the modern building, now under construction, will clash with the more hallowed architecture of the Piazza del Duomo (Cathedral Square). The cathedral itself, third largest in the world, has had its critics, one of them calling it more wonderful than beautiful. Through the arch (left) is the Galleria Vittorio Emanuele II, busy meeting place of this capital of the north Italian plain (Bulletin No. 3).

Bulletin No. 2, February 12, 1951

Canada Plans Modern Cross-Country Highway

THE Trans-Canada Highway, dream of decades in the dominion to the north, will be a busy, practical "northwest passage" for motorists by 1957 if current Canadian federal and provincial plans work out.

The coast-to-coast highway in Canada has been a limited reality since 1944. In that year the 153-mile link connecting Hearst and Geraldton across the swampy wilds of central Ontario was completed under wartime priorities. It thereupon became possible to drive some 4,200 miles through eight provinces from Halifax, Nova Scotia, to Victoria, British Columbia, without dipping down into the United States.

Seven-year Plan

Parts of the present route are more of an ordeal than a pleasure. Little more than half is hard surfaced, and some of that is in poor shape. Extensive building and some re-routing are needed to bring the highway to the point of national usefulness.

As a result, the government has offered the provinces a seven-year construction plan for a Trans-Canada Highway worthy of the name. It calls for a 5,100-mile road traversing all ten Canadian provinces from St. John's on the coast of Newfoundland to Victoria on Vancouver Island.

When completed, the highway is to be all hard surfaced, two or more lanes in width, with gentle grades and wide shoulders. The provinces are asked to pay half of the estimated $300,000,000 cost, and to take over ownership and future maintenance. This plan is similar to the federal-aid-to-states policy which contributed so much to United States roads.

The five provinces, Ontario westward, accounting for three-fifths of the length, signed up for the government plan at Ottawa last year, as did the smallest province, Prince Edward Island. The other four eastern provinces did not come in immediately but were reported in sympathy.

Ferries Span Water Gaps

The highway lies within the narrow southern band of Canada's population concentration, rarely wandering as much as 100 miles north of the United States boundary. In traversing the Big Bend of the Columbia River in British Columbia, it reaches its northern limit, 215 airline miles north of the State of Washington. It dips to a point 40 miles farther south than Minneapolis at Peterborough, Ontario.

Ferries span the water gaps from Newfoundland to Nova Scotia and Prince Edward Island in the east, and from Vancouver to Vancouver Island in the west. The loftiest climb is over the Rockies at mile-high Kicking Horse Pass. River scenery along the St. Lawrence in Quebec and the St. John in New Brunswick will vie for tourist preference with that provided by the lakes of western Ontario and by the rugged Canadian Rockies around Banff (illustration, next page).

Ontario is the keystone province of the Trans-Canada Highway project. It will contain a full one-fourth of the length, the route crossing the province's east-west span of nearly 1,000 miles.

The most extensive changes in the route are called for in the Ontario

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move their flocks of sheep and goats through wild mountain passes. On the plains, around mud-brick villages, farmers scratch out a bare living with primitive tools and a hand-hollowed system of underground irrigation ditches. The Shah (king) is reported leading the way in much-needed land reform by dividing his vast holdings among peasants.

Behind the northern Caucasian wall, the Soviet colossus looms. Since the days of Peter the Great, Russia has always wanted a warm-water port in the south. Today, Iran oil is an even stronger lure. English and American capital developed the oil fields; immense revenue therefrom accrues to the Iranian government in the form of royalties.

NOTE: Iran is shown on the National Geographic Society's map of Asia and Adjacent Areas. Write the Society's headquarters, Washington 6, D. C., for a map price list.

For additional information, see "Darius Carved History on Ageless Rock," in the *National Geographic Magazine* for December, 1950; "I Become a Bakhtiari," March, 1947; "Mountain Tribes of Iran and Iraq," March, 1946*; "Iran in Wartime," August, 1943*; and "Old and New in Persia," September, 1939. *(Issues marked with an asterisk are included on a special list of Magazines available to teachers in packets of ten for $1.00; issues unmarked are 50¢ a copy.)*



EWING GALLOWAY

NORTHWEST IRANIANS PROP TOWNS ON ROCKY SLOPES AND SAVE VALLEY LANDS FOR FARMING

Azerbaijan Province, in which lies this village of sticks and stones, produces much of Iran's food. Across the mountain behind it looms the Soviet Union. Tabriz is the nearest city.

Bulletin No. 3, February 12, 1951

Italy's Northern Plain Is Hub of Nation

FRAMED by spectacular mountains, drained by Italy's greatest river, steeped in history and culture, the north Italian plain is the busiest, most populous, and most productive region in the Mediterranean basin. Forty per cent of Italy's crowded millions live there, in a basin that makes up only 15 per cent of the entire country's area.

From the Alps on the north to the Apennines on the south, from Turin (Torino) on the west to beyond Venice (Venezia) on the east, the plain stretches flat, fertile, and filled with cities (map, next page). Neat farming villages and well-tended fields separated by clean rows of mulberry trees make the region a picture of prosperity.

Was Once Bay of Adriatic

Man can well be proud of what he has accomplished in the north Italian plain; it was not always the fruitful valley of today. Originally the valleys of the Po, Adige, Piave, and Panaro were covered by waters of the Adriatic Sea, which formed a large bay. Sediment from the mountains, carried by the ever-lengthening rivers, filled the bay with rich soil, but left the new land marshy and poorly drained.

When man appeared on the scene, the great valley was all forest or marsh. As in America centuries later, the forests had to be cleared to give room for settlement and provide crop space. With the forest cover gone, great floods came. Man through countless generations built dikes, walls, and canals in an effort to control the water.

Until the days of modern transportation, the plain was not the economic unit it is today. The Po River was never a unifying factor. The swift streams flowing into it from the Alps hindered east-west traffic, and the river with its adjacent swamps hampered north-south movement. The Po never has been truly navigable in the sense that the Rhine is.

The Piedmont slopes, lying in the "rain shadow" of the western Alps and the Ligurian mountains, suffer from dryness, while east of Piacenza the river flows so sluggishly that too much water is the problem. Still another dividing difference between areas of the plain is the fact that the sun shines brighter on the southward-sloping region north of the Po; therefore that band is more favored than the Emilian slopes south of the river.

To Each Area Its Own Crop

Through the centuries man has turned most of these various conditions to his own good, and has created one of earth's most highly productive areas of intensive and specialized agriculture. It is said that the Po is not the mother but the daughter of its people.

On the southward-sloping subalpine region, olive groves, vineyards, and orchards drink in the sun. In the west, swift streams pouring from the snows of the Alps provide irrigation for olives and field crops. In the marshes and on ridgetops sleek cattle graze. Other marshy regions are controlled for rice- and hemp-growing. Corn has been introduced in the damp sections. Wheat and other grains grow on the level, naturally

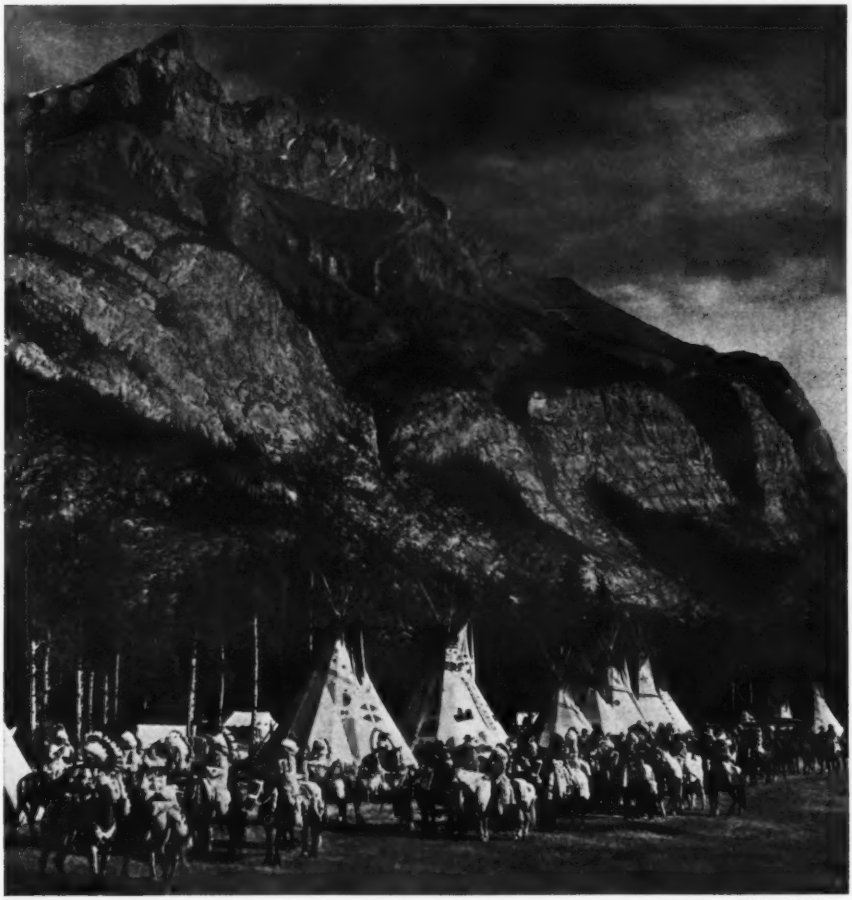
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agreement. Abandoning the northern swing through North Bay, Kapuskasing, Hearst, and Geraldton, Ontario will build its road much closer to Great Lakes shores. Running from Ottawa southwest to Peterborough and Lindsay, the course touches Georgian Bay at Parry Sound.

Skirting the Sudbury copper and nickel diggings, it will strike out on a northwest tack, still unsurveyed, paralleling the Lake Superior shore. From Nipigon westward through Port Arthur, Dryden, and Kenora, it will follow the present Trans-Canada Highway route.

NOTE: Route of the Trans-Canada Highway may be traced on the Society's map of Canada, Alaska & Greenland.

For additional information, see "Sea to Lakes on the St. Lawrence," in the *National Geographic Magazine* for September, 1950; "Quebec's Forests, Farms, and Frontiers," October, 1949; "Newfoundland, Canada's New Province," June, 1949; "Exploring Ottawa," November, 1947*; "On the Ridgepole of the Rockies," June, 1947; "New Brunswick Down by the Sea," May, 1941; "Salty Nova Scotia," May, 1940; and "Gentle Folk Settle Stern Saguenay," May, 1939. (For many other articles on Canada, refer to the *Cumulative Index to the National Geographic Magazine* in your library.)



INTERNATIONAL

STONEY INDIANS PREPARE TO "RAID" BANFF AS PART OF THE ANNUAL INDIAN DAYS SPECTACLE

Bulletin No. 4, February 12, 1951

Pie, Popular Dessert, Is Also Big Business

UNCLE Sam is a constant and enthusiastic pie eater. Year after year, winter and summer, he consumes millions of the crust-enclosed disks of fruit to top his dinner.

To help satisfy his appetite the mass-production ovens of the nation's bakeries turn out more than a hundred million dollars worth of pies each year.

Law Governed Pie Eating in 15th-century Scotland

And that is only a short chapter in the success story of the pie. In addition, according to a 1948 survey, 51.5 per cent of American's housewives still roll their own piecrust—perhaps with the occasional help of a piecrust "mix."

The pie's present-day popularity and wide use is a far cry from its status in the days when it was considered such an unusual delicacy that it was only for the rich and prominent. In Scotland, during the 15th century, a parliamentary decree banned pie eating by everyone below the rank of baron. Today nearly every American menu, from the multigraphed list of the drugstore lunch counter to the impressive card of a hotel such as the Waldorf Astoria in New York, or the capital's Mayflower, contains at least one pie entry. It might truthfully be called "the great American dessert."

Old boundaries of what used to be called "the pie belt" (New England and adjacent states) have been extended to include practically the entire country.

The first pies probably were made of fowl, meat, or fish. Some historians credit the original dish to medieval English cooks, who baked peacocks and other less resplendent fowl under a cover of dough. Through this lid the creatures' feet extended for the convenience of the diners.

"Humble Pie" Was an Actual Dish

One banquet recipe of old London called for—among other ingredients—eighteen sparrows, eight marrow bones, one pound of potatoes, an assortment of lettuce, chestnuts, dates, oysters, artichokes, eggs, spice, and "liquor when it is baked, with white wine, butter, and sugar."

A kind of pie made of deer's "humbles" or "numbles" (the heart, kidney, liver, etc.) once was the portion of servants and minor hunters at hunting feasts. From this custom came the phrase "eating humble pie," to express humiliation.

The American colonists brought English pie recipes across the ocean with them. As early as 1676 Thompson's *Poetical Works* referred to the dish. Fruit-filled circles of pastry were already familiar in England, Scotland, and Ireland as "tarts." These gradually developed into the pie as we know it today. The apple pie tops the list and has become famous as the American national dessert.

Triangular wedges of pie have remained a typically American finish to a meal. Although found abroad, such desserts, especially in the British

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drained acres. Some land is rich enough to support "three-story" farming: wheat, grapes, and mulberry trees (for silk worm culture).

Farmers of the plain produce 40 per cent of Italy's wheat, three-fourths of its corn, and all its rice. They make Italy Europe's only rice-exporting country. Largely thanks to them, Italy is second only to France in wine production; silk is Italy's second-most-important export; and Italy is a leader in olive-oil output. Italy's dairying and grazing centers are in the northern plain.

The specialization of the farms seems to extend to the cities and towns. Milan (Milano, illustration, inside cover), Italy's second-largest city, is too large to be noted for only one product or activity, but it leads as a silk market, a textile center, and a banking and business pivot. Turin builds automobiles and weaves cotton and rayon. Asti makes wine; Gorgonzola, cheese. Alessandria is the Danbury of Italy—it makes hats. Bologna still processes the sausages to which it gave its name. Aosta, high in the Alps and near water power, specializes in electrometallurgy. Venice, dreaming of past glory, lives largely from tourist income.

NOTE: Italy is shown on the Society's map of Europe and the Near East.

See also "Italy Smiles Again," in the *National Geographic Magazine* for June, 1949; "The Roman Way," November, 1946*; "Northern Italy: Scenic Battleground," March, 1945; "Italy, From Roman Ruins to Radio," March, 1940; and "Hunting Castles in Italy," September, 1935; and, in the GEOGRAPHIC SCHOOL BULLETINS, October 31, 1949, "Po Valley Oil Discovery Adds Welcome Fuel."



BETWEEN ALPS AND APENNINES, THE NORTH ITALIAN PLAIN SLOPES WITH THE PO TO THE ADRIATIC

Bulletin No. 5, February 12, 1951

Cheju, Largest Korean Isle, May Be Refuge

THE Yellow Sea, maritime back door to Korea, is not a trustworthy ally for naval task forces of the United Nations, even though the Inchon landing of last September was highly successful and though the port recently was heavily shelled by UN ships. The sea, separating the mainland of China from the west coast of Korea, is shallow and treacherous in many parts with mud, sand, and tidal flats. This is especially true of areas around the inshore islands.

Korea's western coastline has eroded into literally hundreds of small islands, surrounded by tidal flats twice and thrice the size of the islands themselves. The south coastline (illustration, next page) is barnacled with irregular peninsulas, jutting from the mainland. Beyond these are a splotchlike rash of islands, barely separated in most instances by narrow water channels. Ferries link them with one another and with the mainland.

Korea's Formosa?

Since Korea's fringe of islands is a projection of the peninsula, they are too close in to have the protection of distance from hostile shore batteries. This fact cancels the value of most islands.

One island, however, is large enough and far enough from the mainland to be described as Korea's Formosa. It is Cheju, largest of Korea's 1,164 islands, 50-odd miles south of the peninsula and mentioned as a possible haven for refugees fleeing before communist aggressors.

During the years of Japan's occupation of Korea, Cheju went by the Japanese name of Saishu To. It is perhaps best known to the West as Quelpart, legendary seat of an Amazonlike society ruled by women.

With only 755 square miles, the volcanic island was already considered crowded before the war when its population was an estimated 270,000. Agriculture is severely restricted because of the rocky character of the land. Even water is scarce.

Women Dive for Pearls

The island people are frugal, energetic farmers, cultivating every inch of arable land, and protecting the thin soil against erosion with neat rock walls. Intensive seaweed and fish fertilizing help grow such food crops as millet, buckwheat, barley, wheat, soybeans, sweet potatoes, and upland rice. Grassy mountain slopes are being increasingly used for stock raising.

Most of Cheju's food supply and income, however, is derived from the blue seas which surround it. Pearl diving by the island's women has flourished for centuries. Seaweed is a top export, together with processed fish and the products of household industries, such as pearl-inlaid trinkets, and woven straw and silk articles.

Although Cheju can provide little food and small cover for large numbers of refugees, its climate is far kinder than that of Korea proper. Located in the midst of the warm waters of the Japan Current at the southern end of Korea Strait, Cheju has mild winters and more moderate

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Isles, still are generally called tarts or pastries. Americans, too, make pies of meat, but mention of the word pie in the United States usually brings up a mental picture of the sweet variety served as a dessert.

In the United States, the pie makers of today's big business are constantly on the lookout for new recipes. One baker, pie inventor, and writer for bakery trade papers is credited with assembling more than 150 different kinds of cherry pie alone. He also produced and named the novelty known as chiffon pie—a fluffy version of lemon, chocolate, or other "cream" type pie lightened with gelatine and usually topped with whipped cream instead of meringue.

Mince pie has a long history. It was known as "mutton pie" in the 16th century in England. A special Christmas dish, it was so popular—and "sought after"—that often it had to be guarded against thieves who prowled about for it on Christmas Eve.

NOTE: For additional information on what people eat, see "Revolution in Eating," in the *National Geographic Magazine* for March, 1942; and "How the World Is Fed," January, 1916. (Both these issues are out of print; refer to your library.)



B. ANTHONY STEWART

A WHITE-CAPPED SHIP'S COOK BEAMS AT HIS HANDIWORK—SEAGOING PIES

Pies are popular with Americans on land and sea, and much imagination and ingenuity goes into their composition. One attractive variety is the latticework pie. Filled, usually, with fruit, it is topped with narrow strips of crust woven crosswise. Another type is the meat pie with a crust of biscuit dough. A wide assortment of foods seems to be considered suitable pie material, from berries to butterscotch, pecans to pumpkins. Even the white potato plays a part in the pie story—mashed and spread over a dish of meat, it emerges browned from the oven as "shepherd's pie."

summer temperatures than those normally prevailing elsewhere in the same latitude.

Cheju is poor, even by Asiatic standards, but its history is rich and varied. According to legend, the island was born with a hiss and a bang some 2,500 years ago when the snow-capped volcano, Halla San, blew its top. Still dominating the present-day landscape, the volcano has been inactive since 1007 A.D.

The island existed as a more or less independent kingdom until 1272 when it was invaded by a combined Korean and Mongol force, hunting down Korean rebels who fled there for safety. Mongol troops occupied Cheju to launch two invasions of Japan, both reputedly stopped by the famous "kamikaze," or Divine Wind. Shortly after 1374 the island became an integral part of the Korean nation.

The legend that Cheju's women ruled the roost for centuries dies hard. As "proof," some observers point to the fact that even today women far outnumber the men and, due to their skill in pearl diving, are the chief wage earners.

NOTE: Cheju (Saishu To, Quelpart) may be located on the Society's map of Japan and Korea.

For further information, see "Roaming Korea South of the Iron Curtain," in the *National Geographic Magazine* for June, 1950; "With the U. S. Army in Korea," June, 1947; "Jap Rule in the Hermit Kingdom," October, 1945*; "Chosen—Land of Morning Calm," October, 1933; and, in the GEOGRAPHIC SCHOOL BULLETINS, December 18, 1950, "Yalu, Korea Border River, Moves Much Timber"; and "Korea Action Geared to Summer Monsoon's End," October 16, 1950.



WILLARD PRICE

MOUNTAINOUS ISLANDS AND PENINSULAS RISE OFF KOREA'S SOUTH COAST

This prewar leper colony near Sunchon looks toward Cheju, large Korean island beyond the coastal archipelago. Here American missionaries ministered to 800 lepers, a charitable work sponsored by the Southern Presbyterian Church.

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